

Maryland Historical Trust

Maryland Inventory of Historic Properties number: G-V-B-176

Name: 11029/MD560 over Nydegger Run

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. G-V-B-176

NAME AND SHA NO.: 11029

LOCATION

Road Name and Number: MD 560 over Nydegger Run

City/Town: Gorman _ vicinity

County: Garrett

Ownership: X State _ County _ Municipal _ Other

Bridge projects over: _ Road _ Railway X Water _ Land

Is bridge located within designated district?: _ yes X no

__ NR listed district _ NR determined eligible district

__ locally designated _ other

Name of District _

BRIDGE TYPE

__ Timber Bridge

__ Beam Bridge _ Truss-Covered _ Trestle _ Timber-and-Concrete

__ Stone Arch Bridge

__ Metal Truss Bridge

__ Moveable Bridge

__ Swing _ Bascule Single Leaf _ Bascule Multiple Leaf

__ Vertical Lift _ Retractable _ Pontoon

__ Metal Girder

__ Rolled Girder _ Rolled Girder Concrete Encased

__ Plate Girder _ Plate Girder Concrete Encased

__ Metal Suspension

__ Metal Arch

__ Metal Cantilever

X Concrete

__ Concrete Arch _ Concrete Slab X Concrete Beam _ Rigid Frame

__ Other Type Name _

DESCRIPTION

Describe the Setting:

Bridge 11029 carries MD 560 over Nydegger Run in rural Garrett County. MD 560 runs in a generally north-south direction at this location; Nydegger Run, a tributary of the north branch of the Potomac River, flows west-east. The area is primarily wooded, however a few residences can be seen from the structure. Bridge 11029 is located in the Appalachian Plateau physiographic province, which includes the mountainous region of western Maryland.

**Describe the Superstructure and Substructure:
(Discuss points identified in Context Addendum, Section C)**

Bridge 11029, a single-span concrete girder bridge has a clear span length of 27' and overall bridge length of 31'. The 22' wide roadway carries two lanes of traffic. The substructure of the bridge consists of concrete abutments and wing walls. W-beam guardrails run along the eastern and western edges of the bridge and serve as the balustrade since removal of the concrete parapets in the 1990s.

Photographs dated January 1995 show cracking and spalling along the girders, headwalls and wing walls. The west elevation displays gouges in the concrete where the balustrade was removed.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Slightly more than two-thirds (76) of that total were single-span bridges.

Discuss major alterations:

According to the 1959 and 1970 inspection reports, the concrete roadway was resurfaced with asphalt during this period. The 1970 report also stated that the wing walls were repaired, but did not state what work was needed or why. Between 1991 and 1995 the balustrades were replaced with W-beam steel guardrails.

HISTORY

When Built: 1932

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: Structural needs/safety

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Was this bridge built as part of an organized bridge building campaign?: No

This bridge was built during the Good Roads Movement era but was not one of the primary corridors slated for improvement.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Garrett County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed.

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

No, the construction of this bridge did not play an active role in the growth or development of this portion of Garrett County.

Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation.

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Is the bridge a significant example of its type?

No, due to the replacement of the parapets with steel guardrails, this bridge does not stand as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

No. This bridge does not retain integrity of its character defining elements due to removal of the concrete parapets and the resultant deterioration of the deck and headwalls.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

BIBLIOGRAPHY

Crosby, Walter Wilson

1906 *First Report on State Highway Construction (May 1905-January 1906)*. The Johns Hopkins Press, Baltimore.

1908 *Second Report on State Highway Construction (January 1906-January 1908)*. The Johns Hopkins Press, Baltimore.

Johnson, A.N.

1903 *Third Report on the Highways of Maryland (1902-1903)*. The Johns Hopkins Press, Baltimore.

LeViness, Charles T.

1958 *A History of Road Building in Maryland*. State Roads Commission of Maryland, Baltimore.

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Maryland State Highway Administration

1958-79 Bridge inspection reports. Located in the files of the Office of Bridge Development, Maryland State Highway Administration, Baltimore.

P.A.C. Spero and Company and Louis Berger and Associates, Inc.

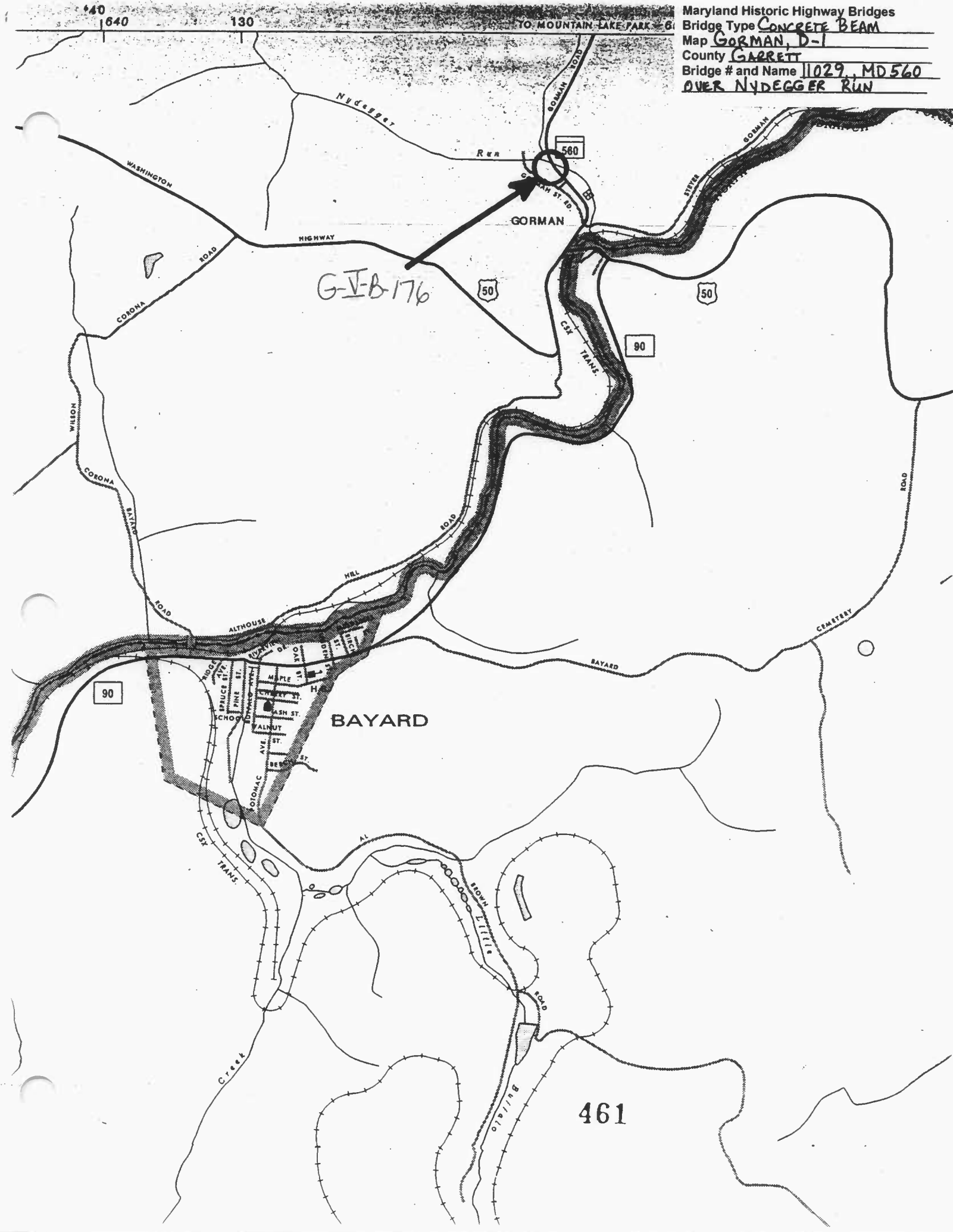
1994 *Historic Bridges in Maryland: Historic Context Report.* Prepared for Maryland State Highway Administration, Maryland State Department of Transportation, Baltimore.

State Roads Commission of Maryland

1930 *Reports of the State Roads Commission of Maryland for the Years 1927, 1928, 1929, and 1930.* State of Maryland, State Roads Commission, Baltimore.

SURVEYOR INFORMATION

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Maryland Historic Highway Bridges

Bridge Type CONCRETE BEAM

Map GORMAN, D-1

County GARRETT

Bridge # and Name 11029, MD560

OVER NYDEGGER RUN



G-V-B-176
OVER NUDEGER RUN (Br# 11029)

GARRET CO. MD.

CHARLES ZISLER

1/10/99

SHA

NORTHWEST APPROACH

10/11



G-I B-176
OVER NIDDEGER RUN (Br.# 11029)

GARRETT CO. MD.

CHARLES ZIEGLER

11/19/98

24A

SOUTHEAST APPROACH

200-1



G-V-B-176
OVER NYDESSER RUN (Br# 11029)

GARRET CO. NJ

CHARLES ZIEGLER

1/19/98

SHA

NORTHEAST ELEVATION (DOWNSTREAM)

3 of 4



G-I-B-176
OVER NUDEGGER TON (Br.# 11029)

GARRETT CO. MO

CHARLES ZIEGLER

1/19/95

SHA

SOUTHWEST ELEVATION (OUTSTREAM)

4/26/91